

Cambridgeport Neighborhood Study

▪ ▪ *U P D A T E* ▪ ▪

Recommendations and Action Plan

ECONOMIC DEVELOPMENT

Rec. Type & Number	Recommendation Summary	Proposed Action (timeframe)	Progress to Date
ED1	Maintain the current mix of businesses in the neighborhood. Survey current and potential small business owners regarding their challenges and needs.	See progress to date (Med range)	NO ADDITIONAL ACTION AT THIS TIME: As of March 2003, a women and minority owned business survey has been conducted and a directory published.
ED2	<p>Help make business areas in Cambridgeport more attractive and more business friendly</p> <p>a) Facade improvement; like Cambridge Street and Central Square</p> <p>b) Relaxation of parking limits during business hours</p> <p>c) Rotate parking so it is residential use at night and business use in daytime</p>	<p>a) Continue to implement facade improvement in Cambridgeport</p> <p>b) See progress to date</p> <p>c) See progress to date</p>	<p>a) UNDERWAY: The facade program is being offered citywide. The first citywide facade workshop took place on July 30th 2002.</p> <p>b) NO ADDITIONAL ACTION AT THIS TIME: The purpose of time limits at metered spaces is to allow many customers to use them within a day. Without the time limits there is an increased risk of business owners and employees monopolizing the spaces.</p> <p>c) UNDERWAY: This is done where appropriate (i.e. when metered spaces are not needed for restaurants, and certain other commercial/retail activities at night).</p>
ED3	Encourage nodes of small commercial use in significant new developments (as in the new MIT dorms along Pacific Street). Developments in these nodes are encouraged to be of a character similar to street corner storefronts in the rest of the neighborhood.	See progress to date (Short to med range)	<p>NO ADDITIONAL ACTION AT THIS TIME: As adopted in the Citywide Rezoning Petition, Project Review guidelines for projects >50,000 square feet encourage street level retail and character consistent with neighborhood.</p> <p>The MIT graduate dorm at Sidney and Pacific streets, has come on line with 346,000 square feet of housing with some accessory uses on the first floor. The loading and parking area at the rear of the building was designed to enhance the pedestrian environment by relocating the driveway and decreasing the size of the loading area. The Sidney and Pacific corner was designed to ensure good sight lines. The architecture was required to reflect the residential buildings in the area rather than the office building. There are .5 bike racks per dormitory bed. This building utilized transferred development potential from the abutting Pacific Street Park.</p> <p>MIT, as the tenant of the building, will maintain the T subsidies, and report annually on the commuting patterns of their population.</p> <p>There are intersections at Mass Ave, which are being improved, and MIT is cooperating with the work.</p>
KEY <i>Future Action Items are highlighted in italics</i> PROPOSED ACTION - Timeframe Short Range - less than 2 yrs; Medium Range - 2-6 yrs; Long Range - 6-10 yrs			

HOUSING

Rec. Type & Number	Recommendation Summary	Proposed Action (timeframe)	Progress to Date
H1	The city should require that the all large-scale residential and mixed-use developments in Cambridgeport, similar to 680 Memorial Drive (Polaroid site) and 664 Massachusetts Ave. (Holmes site), provide at least 25% of their units as affordable. These affordable units should be for a mixture of low-income and moderate-income tenants. In recognition of the fact that trade-offs, may be necessary for developers to offset the cost of affordable units, the committee would support density bonuses.	See progress to date (Med range)	NO ADDITIONAL ACTION AT THIS TIME: During the Cambridgeport neighborhood study process the City Council approved a 15% inclusionary zoning amendment to the Cambridge Zoning Ordinance. Both the Holmes and Polaroid projects include 15% affordable units. 103 units are completed or under covenant under this program. A recent initiative with Harvard University provides money for a moderate income (\$78,000 for family of four) pilot homeownership program. The City has also recently begun a Middle Income Homebuyer Assistance Program. The program provides grants or low interest loans to Cambridge residents with incomes up to 120% of the area median to purchase a home in the City.
H2	The Study Committee believes that the housing developments proposed in Cambridgeport should reflect the neighborhood in terms of the current tenure, e.g. homeowners and renters. This mix of types of tenures should be required in new developments so that it reflects the current diversity of the surrounding Cambridgeport neighborhood.	See progress to date (Short to med range)	UNDERWAY: City sponsored housing developments include homeownership and rental, reflecting available funds. The Inclusionary Zoning Ordinance requires the same type of affordable unit in terms of tenure as the market rate units in the proposed development.
H3	The City should use its municipal bond authority to raise a large capital pool for the development of low and moderate-income residential housing in Cambridgeport. The City should also develop better relationships with private lending organizations in order to help provide financing for new housing in Cambridge	See progress to date (Med range)	COMPLETE AND ONGOING: Since the end of rent control, the City has contributed over \$27 million to affordable housing through FY 2002, and actively seeks new relationships with lenders for financing. In November of 2001, Cambridge voters approved the Community Preservation Act (CPA). The CPA will make a total of 13.5 million local and state dollars available during FY2002 and FY2003 for affordable housing, open space, and historic preservation in Cambridge. An appointed committee, which heard testimony given at a public hearing in April of 2002, determined that the need for and cost of creating affordable housing was of priority concern in Cambridge. It therefore determined that 80% of the funds from the CPA should be devoted to the creation of affordable housing, while 10% should be devoted to open space and historic preservation respectively.

KEY

Future Action Items are highlighted in italics

PROPOSED ACTION - Timeframe

Short Range - less than 2 yrs; **Medium Range** - 2-6 yrs; **Long Range** - 6-10 yrs

HOUSING - Continued

Rec. Type & Number	Recommendation Summary	Proposed Action (timeframe)	Progress to Date
H4	The City should continue to invest in the non-profit housing development organizations that provide affordable housing in Cambridge because they have been very effective in leveraging the money given to them by the city and from other sources.	See progress to date	COMPLETE AND ONGOING: The City continues to support the non-profit housing development organizations.
H5	New developments in Cambridgeport should complement the existing neighborhood character and this should be ensured with a comprehensive design review process that involves the community. Among other things, this process could help ensure that projects "fit in" and maintain the current mix of buildings constructed in the neighborhood.	See progress to date (Short to med range)	COMPLETE: As adopted in the Citywide Rezoning Petition, Project Review for projects greater than 50K square feet involve the community and provide guidelines that encourage built character consistent with neighborhood. Similar standards are applied in an administrative review for projects between 20K and 50K square feet.
H6	Encourage the rehabilitation of old buildings where possible to help preserve the neighborhood character and reduce costs.	See progress to date. (Ongoing)	NO ADDITIONAL ACTION AT THIS TIME: Existing Homeowner's Rehab Inc. (HRI) and Just-a-Start Housing Improvement Programs work to rehabilitate older buildings into affordable housing. There is an Affordable Housing Rehab Loan Program offered through Cambridge Neighborhood Apartment Housing Services Inc. (CNAHS) which provides financing to private owners for rehabilitation of multifamily properties in return for a set aside of units at affordable rents for low and moderate income tenants.
H7	As the new development at University Park is a significant addition to the residential part of the neighborhood, it should reflect the current composition of the neighborhood. The Study Committee recommends that the Planning Board require that all residential phases of University Park include an affordable housing component. The Study Committee suggests that each new building constructed have at least 25% of the units made affordable to low and moderate income people.	See progress to date (Ongoing)	COMPLETE: Affordable housing components of University Park are located in Auburn Court Phases I and II and Kennedy Biscuit Lofts. (At Auburn Court Phase I: 46 low and moderate income units out of a total of 77. Phase II: 45 low and moderate income units out of a total of 60. At Kennedy Biscuit Lofts there are 64 affordable units out of a total of 142.) This provides a total of 155 affordable units out of 279 total units or 55%.

LAND USE AND ZONING

Rec. Type & Number	Recommendation Summary	Proposed Action (timeframe)	Progress to Date
LU1	<i>The Study Committee recommends that the following parks in Cambridgeport be zoned as Open Space: Hastings Square, Alberico Park on Allston Street, Lopez Street Tot Lot, and Fullerton Park between Peters Street and Sidney Street. This change was not made in the previous citywide rezoning and this omission should be addressed.</i>	<i>Designate city parks as open space on the zoning map: Hasting Square, Alberico Park, Lopez Street Park, and Fullerton Park (short range).</i>	<i>FUTURE ACTION ITEM: Submit implementing zoning language to City Council in April 2003.</i>
LU2	The Study Committee recommends that the City consider rezoning in an organized way in order to help support neighborhood clusters of businesses. Areas of concentration:	Consider rezoning the following areas to support neighborhood businesses: (short range)	The proposed Neighborhood Business zone currently under consideration by the Riverside Study Committee allows continuation of retail activity currently in the indicated locations without allowing significant new expansion and might be helpful for some areas in Cambridgeport as well.
	a) Brookline and Putnam	a) Brookline and Putnam	a) NO ADDITIONAL ACTION AT THIS TIME: Brookline and Putnam is currently zoned Business A-1, which is a low-density business district.
	b) <i>Pearl (between William and Lopez Streets)</i>	b) <i>Pearl Street between William and Lopez Streets (short range)</i>	b) <i>FUTURE ACTION ITEM: Submit implementing zoning language to the City Council, after appropriate outreach, by the end of the fiscal year 2003.</i>
	c) Pearl and Putnam	c) Pearl and Putnam	c) NO ADDITIONAL ACTION AT THIS TIME: Pearl and Putnam is currently zoned Business A-1, which is a low-density business district.
	d) Brookline Street and Sidney Street (lower Cambridgeport)	d) Brookline Street and Sidney Street (lower Cambridgeport)	d) NO ADDITIONAL ACTION AT THIS TIME: The area is zoned residential and there are currently no existing non-conforming uses.
	e) River Street	e) River Street	e) UNDERWAY: River Street is currently zoned Business A, however, the area is principally residential in character with some retail. The new neighborhood business district for the area is under consideration by the City Council and the Planning Board.
	f) <i>Magazine Street</i>	f) <i>Magazine Street (short range)</i>	f) <i>FUTURE ACTION ITEM: Submit implementing zoning language to the City Council, after appropriate outreach, by the end of the fiscal year 2003.</i>
	g) Brookline and Henry Streets	g) Brookline and Henry Streets	g) NO ADDITIONAL ACTION AT THIS TIME: Brookline and Henry Streets - There currently are not any non-residential/open space uses at the corner of Brookline and Henry Streets. Given the traffic patterns and existing land uses the zoning present will remain.

KEY

Future Action Items are highlighted in italics

PROPOSED ACTION - Timeframe

Short Range - less than 2 yrs; **Medium Range** - 2-6 yrs; **Long Range** - 6-10 yrs

LAND USE AND ZONING - Continued

Rec. Type & Number	Recommendation Summary	Proposed Action (timeframe)	Progress to Date
LU3	<p>The Study Committee recommends that overlay districts be proposed along Memorial Drive to ensure that the scale of development along this roadway is of an appropriate size to the nearby residential neighborhoods. In addition, to insure that neighborhood residents are aware of these projects, the Study Committee proposes that two overlay districts are created and the base Office 3 zone be studied so appropriate changes can be made. These overlay districts would be included in the Large Project Review Process, to ensure that the public would be notified when development over 20,000-sq. ft. is being proposed in the area.</p> <p>a) The River Street Overlay District is described as extending from Memorial Drive to the Central Square Overlay District along River Street.</p> <p>b) <i>The Lower Cambridgeport Overlay District is described as extending from Magazine Street to River Street along Memorial Drive.</i></p> <p>c) <i>Study the Office 3 Zone along Memorial Drive</i></p> <p><i>Consider new zoning which would:</i></p> <ul style="list-style-type: none"> <i>Limit the overall heights allowed in the district, as well as limit scale and density;</i> <i>Permit mixed residential, commercial and office uses; and</i> <i>Encourage residential uses along the neighborhood edge.</i> 	<p>a) Evaluate River Street Overlay District</p> <p>b) <i>Apply design standards (e.g. landscaping, location of parking, building character, etc.) for development abutting Memorial Drive from Magazine Street to River Street (med range).</i></p> <p>c) <i>Consider alternate districts for specific areas along Memorial Drive (Med range).</i></p> <p><i>Consider new zoning where appropriate along Memorial Drive (Med. range).</i></p>	<p>a) NO ADDITIONAL ACTION AT THIS TIME: Adoption of the proposed new neighborhood business district along River Street, in combination with recently adopted citywide project review provisions accomplish the objectives this recommendation was meant to address.</p> <p>b) <i>FUTURE ACTION ITEM: Submit implementing zoning language to the City Council, after appropriate outreach, in the fiscal year 2004.</i></p> <p>c) <i>FUTURE ACTION ITEM: Submit implementing zoning language to the City Council, after appropriate outreach, in fiscal year 2004.</i></p> <p><i>FUTURE ACTION ITEM: Submit implementing zoning language to the City Council, after appropriate outreach, in fiscal year 2004.</i></p>

LAND USE AND ZONING - Continued

Rec. Type & Number	Recommendation Summary	Proposed Action (timeframe)	Progress to Date
LU3(cont.)	<p>Create an urban design plan to accompany any new zoning which would:</p> <ul style="list-style-type: none"> Place buildings with greater density and massing nearer to the Charles River/Memorial Drive side of the zoning district and away from the neighborhood, thus providing a smooth transition between this district and the abutting residential area; Limit heights along the edge of the residential neighborhood to match or complement those of the neighborhood; Provide adequate set backs to reduce shadows and to protect the Charles River bank from inappropriate visual intrusions 	Create an urban design plan to accompany new zoning along Memorial Drive (Med range).	<i>FUTURE ACTION ITEM: Submit implementing zoning language to the City Council, after appropriate outreach, in fiscal year 2004.</i>
LU4	The Study Committee recognized the need for transition zones to be created which recognize the density and height conflicts between the various zones and proposes ways to reduce the negative impacts to abutters.	See progress to date.	NO ADDITIONAL ACTION AT THIS TIME: Since the formulation of the recommendation, changes to the zoning ordinance as well as physical changes to the neighborhood have addressed this issue.
LU5	Require that all residential phases of University Park include an affordable housing component. The Study Committee suggested that each new building reserve at least 25% of the units as affordable to low and moderate income people.	See progress to date.	COMPLETE: Affordable housing components of University Park are located in Auburn Court Phases I and II and Kennedy Biscuit Lofts. (At Auburn Court Phase I: 46 low and moderate income units out of a total of 77. Phase II: 45 low and moderate income units out of a total of 60. At Kennedy Biscuit Lofts there are 64 affordable units out of a total of 142.) This provides a total of 155 affordable units out of 279 total units or 55%.

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OPEN SPACE

Rec. Type & Number	Recommendation Summary	Proposed Action (timeframe)	Progress to Date
OS1	The Study Committee supports the efforts of the Friends of Magazine Beach and encourages the MDC to continue their community process with respect to the redesign of the Magazine Beach facility.	See progress to date (Ongoing)	<p>UNDERWAY: In the fall of 1999, the City and the MDC reached an agreement to renovate the Magazine Beach facility. The City has agreed to provide \$1.5 million for renovations and \$100,000 annually for the maintenance and upkeep of this facility. In return, the MDC has agreed to give Cambridge youth athletic teams' priority in scheduling of games. \$1.5 million will pay for about half of what Friends of Magazine Beach would like to see happen at the site.</p> <p>The project is moving forward in three stages due to budgetary issues. Phase 1b includes renovations to the fields. Construction is expected to begin in the fall of 2003, and paid for through city funds. Phase 1b is supplemental to the Department of Public Works' Sewer Outfall Project and will involve the restoration of the river edge for the length of the playing fields. Phase 2 includes site improvements to the remainder of the park including picnic areas, play area, and water play area. Funding for Phase 2 has not been secured at this time.</p>
OS2	<i>The Study Committee recommends that the following parks in Cambridgeport should be zoned as Open Space: Hastings Square, Alberico Park on Allston Street, Lopez Street Tot Lot and Fullerton Park between Peters Street and Sidney Street. This change was not made in the previous citywide rezoning and this omission should be corrected.</i>	<i>Zone the following parks as open space: Hasting Square, Alberico Park, Lopez Street Park, Fullerton Park (Short range)</i>	<i>FUTURE ACTION ITEM: Submit implementing zoning language to City Council in April 2003.</i>
OS3	The Study Committee recommends that the city pursue the option of expanding the park at 82 Pacific Street to include adjacent parcels.	Continue to work with the Trust for Public Land, MIT, and surrounding businesses to expand the park at 82 Pacific Street	UNDERWAY: The City has been working with The Trust for Public Land (TPL) to explore the option of purchasing parcels abutting this park.

OPEN SPACE - Continued

Rec. Type & Number	Recommendation Summary	Proposed Action (timeframe)	Progress to Date
OS4	The Study Committee supports the creation of an Open Space Acquisition Trust, to be used to buy land for the sole purpose of creating more open space in Cambridge.	See progress to date. (ongoing)	NO ADDITIONAL ACTION AT THIS TIME: Since this recommendation was first put forward the City has designated more than \$2 million of City funds for purchase of open space. In addition, the Green Ribbon Committee established criteria for the purchase of land to be used as open space. In November of 2001 Cambridge voters approved the Community Preservation Act (CPA). The CPA will make a total of 13.5 million local and state dollars available during FY2002 and FY2003 for affordable housing, open space, and historic preservation respectively.
OS5	The Study Committee recommends that the city add 4 or 5 picnic tables to Dana Park.	See progress to date. (Short range)	NO ADDITIONAL ACTION AT THIS TIME: This will be considered during the Dana Park planning process, which will take place in early 2003. Placement must be considered in context of light fixture placements, and full park design.
OS6	The Study Committee recommends that DPW add bulletin boards to all the parks in Cambridgeport that don't already have them. The bulletin boards should be of a standard size and construction and resemble the one recently placed in Sennott Park in Area Four.	See progress to date.	UNDERWAY: As part of the park renovation at Dana Park a new bulletin Board will be installed. The city standard for bulletin board designs will be used. The standard design is similar to the ones at Paine Park, Bergin Park, Sleeper Park, and the King School Park.
OS7	In general, there are some changes that need to be undertaken for all the parks in Cambridgeport. The Study Committee recommends that trash cans be located near entrances/exits to the park and at a minimum should be emptied weekly. In addition, it is also recommended that maintenance be improved, especially ensuring that the water fountains are in working condition. Finally, small bags should be made available for dog owners to help them clean up after their dogs.	<ul style="list-style-type: none"> a) Locate trashcans near entrances/exits to parks (ongoing). b) Improve maintenance (ongoing). c) Make small bags available to dog owners (ongoing). 	<ul style="list-style-type: none"> a) UNDERWAY: This has been a part of DPW's work. b) UNDERWAY: This has been an important component of DPW's day-to-day activities. c) UNDERWAY: This has been a part of DPW's work.

KEY

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PROPOSED ACTION - Timeframe

Short Range - less than 2 yrs; **Medium Range** - 2-6 yrs; **Long Range** - 6-10 yrs

OPEN SPACE - Continued

Rec. Type & Number	Recommendation Summary	Proposed Action (timeframe)	Progress to Date
OS8	<i>Open space is scarce resource. Imaginative ways need to be utilized to provide both passive and active open space in the neighborhood. The Study Committee recommends that the City explore the idea of utilizing any additional space along sidewalks for the placement of benches and other amenities. Resident sponsorship of these sidewalk amenities could help to ensure that these benches would be used properly by giving local residents a sense of "ownership" in their neighborhood.</i>	<i>Explore using additional open space along sidewalks for benches and other amenities (short to med range).</i>	<i>FUTURE ACTION ITEM: The Green Ribbon Committee report recommends expanded passive recreation opportunities at the edges of open space. As parks are redesigned the City will consider utilizing additional space along sidewalks for benches and other amenities.</i>
OS9	The Study Committee recommends that the city pursue the idea of requiring developers to link open spaces in urban developments to other open spaces in both the residential portion of Cambridgeport and other urban developments.	See progress to date.	COMPLETE: In the Citywide Rezoning Petition, passed in 2000, Project Review guidelines include open space linkage as a design objective.

TRANSPORTATION

Rec. Type & Number	Recommendation Summary	Proposed Action (timeframe)	Progress to Date
T1	The Study Committee is supportive of getting various employers and businesses in and around Cambridgeport to sponsor a bus/tram that would travel between Central Square, University Park, Polaroid, Osco/Bread and Circus and make some stops into the neighborhood. The shuttle would be for both the neighborhood residents and the employees working at these sites. This would be similar to the bus run between Kendall "T" stop and Cambridge-side Galleria Mall.	See progress to date.	COMPLETE: The EZ Ride Shuttle, which began operation in 2002, travels between North Station, Kendall Square, and Cambridgeport including stops on Sidney Street at University Park, Sidney and Erie Streets, and Brookline and Erie Streets. This shuttle provides an opportunity, through the update process, to explore the benefits and challenges of operating a shuttle service that is open to the public and partially funded by private sector money. This service will be used to guide further efforts to provide publicly accessible shuttle services, such as the one suggested by the Study Committee.
T2	The Study Committee realized that traffic studies completed in relation to proposed development projects could be a tool, which the City could use to understand traffic patterns in and around particular areas in the city. The Study Committee recommends that traffic mitigation plans be required by the City for all developments that are above a certain threshold.	See progress to date.	COMPLETE: The Citywide Rezoning Petition passed in February 2001 requires a traffic study and mitigation for all new projects over 50,000 square feet, and for high trip generating uses greater than 25,000 square feet.
T3	The Study Committee supports the efforts of the Cambridgeport Roadways Advisory Committee, they also agree in principle that the Waverly Street and Sidney connectors are appropriate responses to the anticipated traffic increases associated with the new development in the neighborhood. Study Committee members did have some concerns with certain proposed design elements and assumptions. Particularly, the Study Committee recommended that the assumption concerning the volume of future traffic coming from Kendall Square should be reexamined as they believed there would be more traffic than is currently predicted.	See progress to date.	COMPLETE: 100% of the design plans were completed as of July 2002. Yearly traffic monitoring is included as part of this project. The project is expected to go into construction Spring 2003. Traffic projections for the Eastern Cambridge Planning Study were consistent with earlier assumptions on the volume of future traffic coming from Kendall Square.

KEY

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PROPOSED ACTION - Timeframe

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TRANSPORTATION - Continued

Rec. Type & Number	Recommendation Summary	Proposed Action (timeframe)	Progress to Date
T4	<p>The Study Committee felt that a traffic calming policy was needed and that such a policy should be predicated on both increasing the safety of pedestrians and bicyclists and the reduction of speeds of motor vehicles. Some traffic calming locations/streets in Cambridgeport are identified below.</p> <p>a) Brookline Street - To help reduce speeds the Study Committee would support adding resident permit parking along the western side of Brookline Street where necessary and the use of traffic calming measures at major pedestrian routes (i.e. near parks, senior housing, Auburn Court, other "high children" areas).</p> <p>b) Allston/Putnam Avenue intersection - Study Committee members believed this to be a particularly difficult intersection due to the wide angle of the intersection and a commercial driveway opening into it. The Study Committee recommends that appropriate traffic calming techniques are utilized to prevent pedestrian/vehicular conflicts and reduce the speed of traffic entering Allston Street.</p> <p>c) Cottage/River/Pleasant Street Intersection - This intersection should be redesigned with the pedestrian in mind. The Study Committee recommends that the roadway crossing distance is reduced via an increase in the plaza area in order to create an aesthetically pleasing, safer crosswalk.</p> <p>d) River Street - Crossing this major street can be hazardous due to the speeds of the vehicles traveling on it. The Study Committee recommends that strategies to make pedestrian crossings safer be studied. This study should specifically explore using traffic calming techniques on River Street where it intersects Howard, Putnam Avenue and Cottage Street.</p> <p>e) Erie/Waverly Street Intersection -</p>	<p>a) See progress to date (short range).</p> <p>b) See progress to date (med range).</p> <p>c) See progress to date (med range).</p> <p>d) See progress to date (med range).</p>	<p>a) UNDERWAY: Brookline Street - Traffic calming on Brookline Street will be completed after the Cambridgeport Roadways Project is completed. The community process is expected to begin in spring 2003.</p> <p>b) UNDERWAY: Allston / Putnam Avenue Intersection - This intersection has been added to the list for traffic calming. When roadwork occurs at this intersection, city staff will work to narrow down the throat (change the angle) of the intersection.</p> <p>c) UNDERWAY: Cottage / River / Pleasant Street Intersection - This intersection is difficult for pedestrians, cyclists and drivers and is on the list for traffic calming. When roadwork occurs on River Street this intersection will be improved. City staff evaluated the intersection to see if there were short-term improvements that could be made, however, concluded that major changes are required in order to address the problems.</p> <p>d) UNDERWAY: River Street - River Street is on the list for traffic calming. When roadwork occurs on River Street the City will look to improve the pedestrian crossings, particularly at Howard, Putnam and Cottage (see above).</p>

TRANSPORTATION - Continued

Rec. Type & Number	Recommendation Summary	Proposed Action (timeframe)	Progress to Date
T4 (Cont.)	Sightlines at this intersection are poor. The Study Committee recommends that changes be studied to alleviate any potential problems at this intersection.	e) See progress to date (short range).	e) UNDERWAY: Erie / Waverly Street Intersection - Erie / Waverly Street intersection will be reconstructed as part of the Cambridgeport Roadways Project
	f) Magazine Street - As this street has more of an historic character in the neighborhood, the Study Committee decided to minimize alterations to the streetscape. The Study Committee recommends concentration of the traffic calming measures at the locations where high volumes of pedestrians cross Magazine Street and/or where there are visibility problems. These locations of concern occur at the intersections of Upton Street, Lawrence Street, Corporal McTernan Street and Allston Street.	f) See progress to date (med range).	f) UNDERWAY: Magazine Street - Magazine Street is on the list for traffic calming.
	g) Pearl Street - Pedestrian and bicycle safety on Pearl Street is a concern because of the excessive speeds at which vehicles travel from Massachusetts Avenue to Granite Street. Traffic calming measures along Pearl Street should slow the traffic entering this "residential" section of the neighborhood.	g) See progress to date (med range).	g) UNDERWAY: Pearl Street - Pearl Street is on the list for traffic calming. When roadwork occurs on Pearl Street city staff will work with residents to design traffic calming improvements.
	h) Granite Street - Given that one of the next traffic calming projects in Cambridgeport will be along Granite Street, the Study Committee suggested that any changes to parking be reviewed to ensure the safety of the children attending the Morse School located on Granite Street. The Study Committee recommends that traffic calming techniques, such as "bump outs" at the intersections of Granite and Pearl and Rockingham Streets be used to provide safety for the children	h) See progress to date.	h) COMPLETE: Granite Street - Since this recommendation was made, traffic calming on Granite Street has been completed. The improvements include curb extensions, a raised crosswalk and a raised intersection.

KEY

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PROPOSED ACTION - Timeframe

Short Range - less than 2 yrs; **Medium Range** - 2-6 yrs; **Long Range** - 6-10 yrs

TRANSPORTATION - Continued

Rec. Type & Number	Recommendation Summary	Proposed Action (timeframe)	Progress to Date
T4 (Cont.)	i) Pleasant Street/Putnam Avenue Intersection - This intersection can be hazardous for pedestrians crossing Putnam Avenue. The Study Committee recommends that traffic-calming techniques be utilized to slow traffic and allow pedestrians to safely cross Putnam Avenue by increasing visibility	i) See progress to date.	i) NO ADDITIONAL ACTION AT THIS TIME: However, in conjunction with a DPW manhole separation project, curb extensions will be constructed at several nearby intersections: <ul style="list-style-type: none"> • Pleasant Street at Chestnut Street • Allston Street at Andrew Street • Pleasant Street at Allston Street • Allston Street at Fairmont Avenue Florence Street sidewalk will be continued across the entrance to Trader Joe's.
T5	Traffic Signals		
	a) Memorial Drive and Western Avenue The Study Committee understands that the traffic signal at the intersection of Memorial Drive and Western Avenue causes queuing on both streets during peak rush hours. This queuing will encourage "cut through" traffic onto Blackstone Street, Putnam Avenue and lower Pleasant Street. The Study Committee believes that this should be discouraged through changes to the signalization of this light to allow a longer left hand turn light onto the Western Avenue Bridge. This would cause fewer people to use the neighborhood streets as a short cut.	a) See progress to date.	a) NO ADDITIONAL ACTION AT THIS TIME: Memorial Drive and Western Avenue The design and installation of walk lights at Memorial Drive and River and Memorial Drive and Western was a condition of the Planning Board Special Permit for the "Polaroid" project. The work has been completed. Currently, the pedestrian committee is working with elected state officials to explore other improvements.
	b) Memorial Drive and Magazine Street - The Study Committee agreed that a traffic light at the intersection of Memorial Drive and Magazine Street might be problematic because of the current roadway configuration and poor sight lines. Therefore the Study Committee believed that a traffic signal might be better served at Pleasant Street. This issue should be reviewed with the MDC as part of the Charles River Master Plan to determine the most appropriate location for a traffic signal.	b) See progress to date.	b) COMPLETE: Memorial Drive and Magazine Street. A signal at Memorial Drive and Pleasant Street has been installed. The signal was a condition of the settlement agreement between residents and Spaulding and Slye in relation to the "Polaroid" project.
	c) Massachusetts Avenue and River Street - The Study Committee discussed the traffic light at Central Square and made a recommendation to have the city do a study on allowing an exclusive pedestrian crossing of Mass. Avenue. This exclusive crossing would be non-pedestrian actuated.	c) See progress to date.	c) NO ADDITIONAL ACTION AT THIS TIME: Massachusetts Avenue and River Street Adding an exclusive pedestrian phase in Central Square would almost double the wait time for the pedestrians and extend the vehicle queues. A Leading Pedestrian Interval (LPI) has been created to provide pedestrian improvements.

TRANSPORTATION - Continued

Rec. Type & Number	Recommendation Summary	Proposed Action (timeframe)	Progress to Date
T6	<p>Truck Traffic:</p> <p>a) The Study Committee supported the existing nighttime ban on truck traffic on some Cambridgeport streets. They also felt that if there was any noticeable increase of truck traffic on non-banned streets those streets should also be included in the ban.</p> <p>b) The Study Committee agreed that there should be a truck traffic policy for the entire city</p>	<p>a) See progress to date (short range).</p> <p>b) See progress to date (short range).</p>	<p>a) UNDERWAY: The recommendations of a regional truck study have been completed and the process of implementing them is now underway. The recommendations are available at www.ci.cambridge.ma.us under the Traffic, Parking and Transportation Department.</p> <p>b) UNDERWAY: The City along with surrounding communities, MassHighway, trucking associations, the Central Transportation Planning Staff (CTPS) and MAPC completed a regional truck study in the summer of 2002 and developed the recommendation that Cambridge apply for 11pm to 6am truck bans on all streets, except for the existing truck route, JFK street, and the State route system (Rte 2A, Massachusetts Avenue; Rte 16, Fresh Pond Parkway/Aberdeen Avenue, and Rte 28 O'Brien Highway), 24 hour bans on Cardinal Medeiros, Warren and Putnam streets were also recommended. To date (Nov. 2002) MassHighway has not approved the citywide bans. Therefore, Cambridge City Council recommended changing the existing through-truck ordinance. An Ordinance Committee meeting took place on November 13th, 2002, and planning board discussion on November 19th, 2002.</p>
T7	<p>Bicycle traffic:</p> <p>a) Continue to improve bicycle facilities to encourage alternatives to automobiles and improve safety for cyclists.</p> <p>b) Encourage or require all business and institutional uses in the neighborhood to have adequate preferential bicycle parking.</p>	<p>a) See progress to date (ongoing).</p> <p>b) See progress to date.</p>	<p>a) UNDERWAY: Improvements to bicycle facilities are addressed in ongoing processes through the CDD Bicycle and Pedestrian Program, PTDM, city street improvement projects, and Planning Board project review.</p> <p>b) COMPLETE: The Citywide Rezoning Petition includes guidelines for improving bicycle facilities in the proposed Project Review.</p>

KEY

Future Action Items are highlighted in italics

PROPOSED ACTION - TIMEFRAME

Short Range - less than 2 yrs; **Medium Range** - 2-6 yrs; **Long Range** - 6-10 yrs

TRANSPORTATION - Continued

Rec. Type & Number	Recommendation Summary	Proposed Action (timeframe)	Progress to Date
T7 (Cont.)	c) Improve bicycle corridors across neighborhood. North/South corridors are adequate and have improvement pending, but east/west circulation alternatives are inadequate thus encouraging bicycle travel the wrong way on one-way streets.	c) See progress to date. (Ongoing)	c) UNDERWAY: The Cambridgeport Roadways Project will add bike lanes along Sydney Street and Waverly Street.
T8	Parking: a) Improve snow removal at curb extensions by DPW b) Enforce prohibitions on placing objects in the street to "reserve" parking on the public way.	a) See progress to date. b) See progress to date.	a) NO ADDITIONAL ACTION AT THIS TIME: Curb extensions are considered part of the sidewalk. According to city policy regarding snow removal, it is the responsibility of the adjacent property owner to clear a walking path on sidewalks, including curb extensions. b) COMPLETE: City enforcement of parking rules has increased through patrols of parking enforcement officers and a \$25 a day fine.

URBAN DESIGN

Rec. Type & Number	Recommendation Summary	Proposed Action (timeframe)	Progress to Date
UD1	Create a more welcoming entrance to the City of Cambridge on River Street.	See progress to date (med range)	UNDERWAY: In the last several years, a number of steps have been taken that improve the quality of the entryway into Cambridgeport. Riverside Press Park, which was created by the city about 20 years ago, was recently rehabilitated. 808 Memorial Drive was taken over by Homeowners Rehab Inc, and the agency undertook significant renovations to the building, including clean up of the exterior. Adjacent to 808 Memorial Drive on the Putnam Street side, the development of Osco Drugstore along with Bread and Circus has created a viable retail presence where there had been a less attractive use before. The River Street entryway is flanked by two gas stations, which limits how much further change is possible. It may be worthwhile to approach the property owners to see if any improvements are appropriate, such as more landscaping or better site maintenance.
UD2	River St. bridge improvements - It should match character/ appearance of other bridges, needs to be renovated. It is a generic looking bridge in comparison to other bridges in Cambridge.	See progress to date (long range)	NO ADDITIONAL ACTION AT THIS TIME: The Metropolitan District Commission controls the bridge, as well as the other bridges in the vicinity. Maintaining these bridges has been challenging. The Longfellow Bridge is currently undergoing repairs. The feasibility of similar improvements in the future to the River Street Bridge would have to be evaluated by the MDC.
UD3	Strengthen physical and visual links between important nodes, i.e. Central Square and Magazine Beach, 808-812 Memorial Drive and the rest of the residential neighborhood in Cambridgeport, Ft. Washington and the neighborhood. - use trees, dedicated paths, lighting, etc.	See progress to date. (Med to long range)	UNDERWAY: The City's approach to improving public ways is generally to combine any infrastructure projects with upgrading of trees, paths, and lighting so that the entire design for the streets and sidewalks is coordinated. Wherever possible in Cambridgeport, this will be done. 100% of the design plans for the Cambridgeport Roadways Project were completed as of July 2002. The project will include improvements to Sidney Street, Waverly Street and Brookline Street. The project is expected to go into construction Spring 2003.

KEY

Future Action Items are highlighted in italics

PROPOSED ACTION - Timeframe

Short Range - less than 2 yrs; **Medium Range** - 2-6 yrs; **Long Range** - 6-10 yrs

URBAN DESIGN - Continued

Rec. Type & Number	Recommendation Summary	Proposed Action (timeframe)	Progress to Date
UD4	Increase the maintenance of the street trees in Cambridgeport, too many dead trees and trees with broken limbs which go unfixed in the neighborhood.	See progress to date (ongoing).	UNDERWAY: The City has created the position of City Arborist with the goal of addressing issues relating to trees throughout Cambridge. An important aspect of the Arborist's duties is the maintenance of street trees. The general approach has been to identify sections of the city where maintenance crews systematically trim broken limbs, prune trees as needed, and replace dead trees.
UD5	Trees should be planted on the sidewalks and in parks in the neighborhood as replacements for ones that have died. A citywide program to replace trees should be implemented by the city after inventorying the species that are currently growing on our streets and in our parks	See progress to date.	NO ADDITIONAL ACTION AT THIS TIME: A street tree inventory was completed in 1996. The Arborist manages systematic maintenance programs area-by-area throughout the city.
UD6	Ensure that lighting throughout the neighborhood balances the need for safety with protection against unnecessary and wasteful light pollution. All street and building lighting should be focused downward not necessary outward or upward. Emphasize pedestrian oriented lighting where feasible.	See progress to date.	NO ADDITIONAL ACTION AT THIS TIME: The City Electrician is responsible for the street lighting system on city streets and in public spaces, and evaluates whether improvements are feasible in areas where light levels are either too high or too low.
UD7	Emphasize transitions between land uses such as residential and commercial and residential and industrial with the use of trees, short hedges and changes in level. Increase the open space requirement through zoning, especially in "transition" areas.	See progress to date. (med range)	UNDERWAY: In the recently adopted citywide rezoning petition, project review guidelines include considerations in the design review process to help make better transitions when redevelopment occurs. In Cambridgeport, for example, there was a need for transitions at the Polaroid site, which is currently undergoing change in the form of lower scale housing along the Putnam Avenue frontage, with more dense office space further away from the neighborhood.

URBAN DESIGN - Continued

Rec. Type & Number	Recommendation Summary	Proposed Action (timeframe)	Progress to Date
UD8	Increase parking in Central Square Green Street lot.	See progress to date	NO ADDITIONAL ACTION AT THIS TIME: There are currently no plans to expand the two surface lots on Green Street. In general, there is a strong correlation between the supply of parking and traffic congestion. The City is not generally increasing parking; in fact, an important policy goal is to reduce dependence upon the automobile, and thus to constrain parking rather than add new spaces.
UD9	Put utilities underground in Cambridgeport Roadways work.	See progress to date	NO ADDITIONAL ACTION AT THIS TIME: Careful consideration was given to the issue of putting utilities underground in the Cambridgeport Roadways project. However, because of the expensive nature of the procedure, it is cost prohibitive for the City to undertake at this time. Additionally, all private property owners would most likely be required to pay for under grounding the service lines to their property.

KEY

Future Action Items are highlighted in italics

PROPOSED ACTION - Timeframe

Short Range - less than 2 yrs; **Medium Range** - 2-6 yrs; **Long Range** - 6-10 yrs